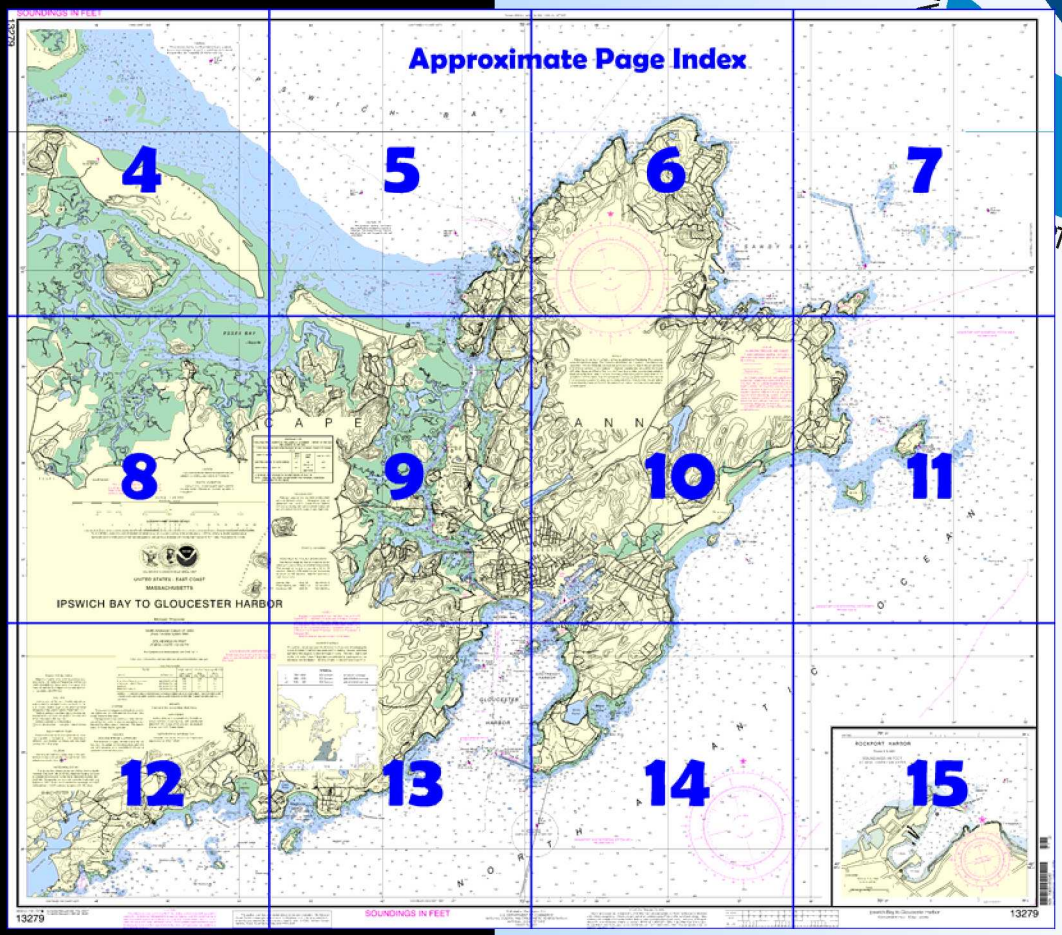
# BookletChart™

## Ipswich Bay to Gloucester Harbor

### (NOAA Chart 13279)


*A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.*

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*




***Home Edition (not for sale)***

*Published by the*
*National Oceanic and Atmospheric Administration*
*National Ocean Service*
*Office of Coast Survey*
*www.NauticalCharts.NOAA.gov*
*301-713-2770*

## What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

## What is a BookletChart™?

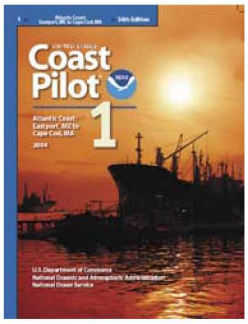
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

## Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.




**[Coast Pilot 1, Chapter 9 excerpts]**

(462) **Ipswich Bay,** is the bight between the northern point of Cape Ann and the south end of Plum Island. Between these points it is about 6 miles wide and makes in about 3 miles. The bay is the approach to Plum Island Sound and to the Essex and Annisquam Rivers. It has depths of 20 to 70 feet, except in its southern and southwestern sides where the shore should be given a berth of a little over 1 mile to avoid the shoals off the river entrances. Several rocks covered 2 to 5 feet and one that uncovers 4 feet are in the southern part of the bay about 0.9 mile westward of Annisquam Harbor Light and about 0.3 to 0.5 mile offshore.

(486) **Essex Bay** and **Essex River** are about midway between Ipswich and Annisquam Harbor Lights. The entrance is through a shifting bar over which, with local knowledge, 5 feet can usually be carried. With onshore winds on an ebb tide, a heavy chop builds up and during heavy weather the bar is often impassable. Caution is always indicated, especially for smaller boats.

(487) The river is navigable for small craft to the town of **Essex,** about 5 miles above the entrance. Local fishermen and numerous pleasure craft use the river.

(489) There are several small-craft facilities just below the bridge at Essex.

(516) **Lanes Cove**, 1.4 miles northeastward of Annisquam Harbor Light, is a small cove protected by stone breakwaters at the entrance, forming a harbor for small craft. It has a depth of 12 feet at the entrance and 10 feet in the middle inside. **Lanesville** is a village on the cove. Many fishing and pleasure craft moor in the harbor. Gasoline can be obtained from a service station near the head of the cove, and provisions, ice, and some supplies are available from a market in the village.

(517) **Folly Cove** is on the north side of Cape Ann, 2.4 miles northeast of Annisquam Harbor Light. A 3-foot spot is about 100 yards north of **Folly Point,** the west entrance point, in about 42°41'25.5"N., 70°38'41.0"W. The cove has a stone wharf on the east side with about 16 feet alongside. A 3-foot spot is about 100 yards westward of the wharf. A restaurant is on the wharf and a motel at the head of the cove, the latter open only in summer.

(522) The entrance to Sandy Bay between Straitsmouth Island and the lighted buoy marking **Avery Ledge** has broken bottom and a rocky spot covered 22 feet in the middle. Strangers may be unable to avoid this and should not use this channel when drawing more than 18 feet.

(523) On the south side of this channel, a ledge which uncovers in places and covered 17 feet near the end extends about 330 yards northeastward from the northeast end of Straitsmouth Island. The northern entrance to the bay westward of the lighted gong buoy at the northwest end of the breakwater is deep and clear.

(524) **Pigeon Cove**, 0.8 mile south of Andrews Point, is a small cove protected by a breakwater and having depths of 5½ to 15 feet inside. The entrance is marked by a buoy. In February-August 1987, the midchannel controlling depth was 10 feet. There are bulkhead wharves around the harbor, a public float landing with 6 feet reported alongside, and a small-craft launching ramp.

(525) The best water is on the northeast side. **Pigeon Rock,** 50 yards south of the east point outside the jetty, is nearly uncovered at extreme low water. A 5-foot spot is near the entrance about 80 yards southward of Pigeon Rock.

(526) Gasoline can be obtained from a service station near the head of the cove, and provisions and some supplies can be obtained at a nearby market. A number of fishing and pleasure craft lay at moorings in the cove.

(527) Two old stone quarry breakwaters are built out from the shore 0.3 and 0.5 mile southward of Pigeon Cove. The southerly one forms a harbor that is used by fishing and pleasure craft. Mooring is not allowed alongside the stone wharves. A small-craft launching ramp is at the head.

(532) **Rockport Harbor** at the southwest end of Sandy Bay is reported to be open to strong northeasterly to easterly winds, but can be entered at any time. The harbor is protected by two breakwaters, one of which extends eastward from **Bearskin Neck** on the northwest side of the harbor.

(534) The harbor consists of an outer basin and two inner basins which are separated by the town wharf. The central part of the outer basin has depths from 6 to 13 feet.

(539) Moorings and berths in the harbor are under control of the harbormaster, who can be contacted through the local police department. A **speed limit** of 4 miles per hour is enforced within the harbor limits. There are no guest moorings, but one can usually be arranged for through the harbormaster.

(540) In 1992, a depth of 6½ feet was available in the SW basin and 7 feet in the NW basin. The basin on the southeast side of the town wharf is used to moor small sailing craft and the northwesterly basin, or commercial basin, is used by fishing and lobster boats.

# Table of Selected Chart Notes

23 NOTE B 22

The entrance channel into Essex Bay and River is subject to continual changes. The buoys are not charted because they are frequently shifted in position.

Corrected through NM Aug. 1/09
Corrected through LNM Jul. 21/09

HEIGHTS

Heights in feet above Mean High Water.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

Mercator Projection
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation may be expected within the limits of this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

*Pipeline Area* *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

The entrance channel into Plum Island Sound is subject to continual changes. Buoys 3, 4, and 6 are not charted because they are frequently shifted in position.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.342" northward and 1.844" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Additional information can be obtained at nauticalcharts.noaa.gov.

ANNISQUAM RIVER

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF APR 2004 AND SURVEYS TO SEP 2002

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

| NAME OF CHANNEL | DEPTH MLLW (FEET) | WIDTH (FEET) | DATE OF SURVEY |
|---|---|---|---|
| WESTERN HARBOR TO BMRR BRIDGE | 6.3 | 30 MID-WIDTH | 9-02 |
| BMRR BRIDGE TO BUOY 26 | A5.7 | 50 MID-WIDTH | 9-02 |

A. CHANNEL HAS SHOALED TO 0.9 FEET SOUTH OF BUOY 34.
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

TIDAL INFORMATION

| PLACE | | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|---|
| NAME | (LAT/LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | | feet | feet | feet |
| Plum Island Sound (south end) | (42°43'N/70°47'W) | 9.3 | 8.9 | 0.3 |
| Annisquam, Lobster Cove | (42°39'N/70°41'W) | 9.6 | 9.1 | 0.3 |
| Rockport | (42°40'N/70°37'W) | 9.5 | 9.0 | 0.3 |

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

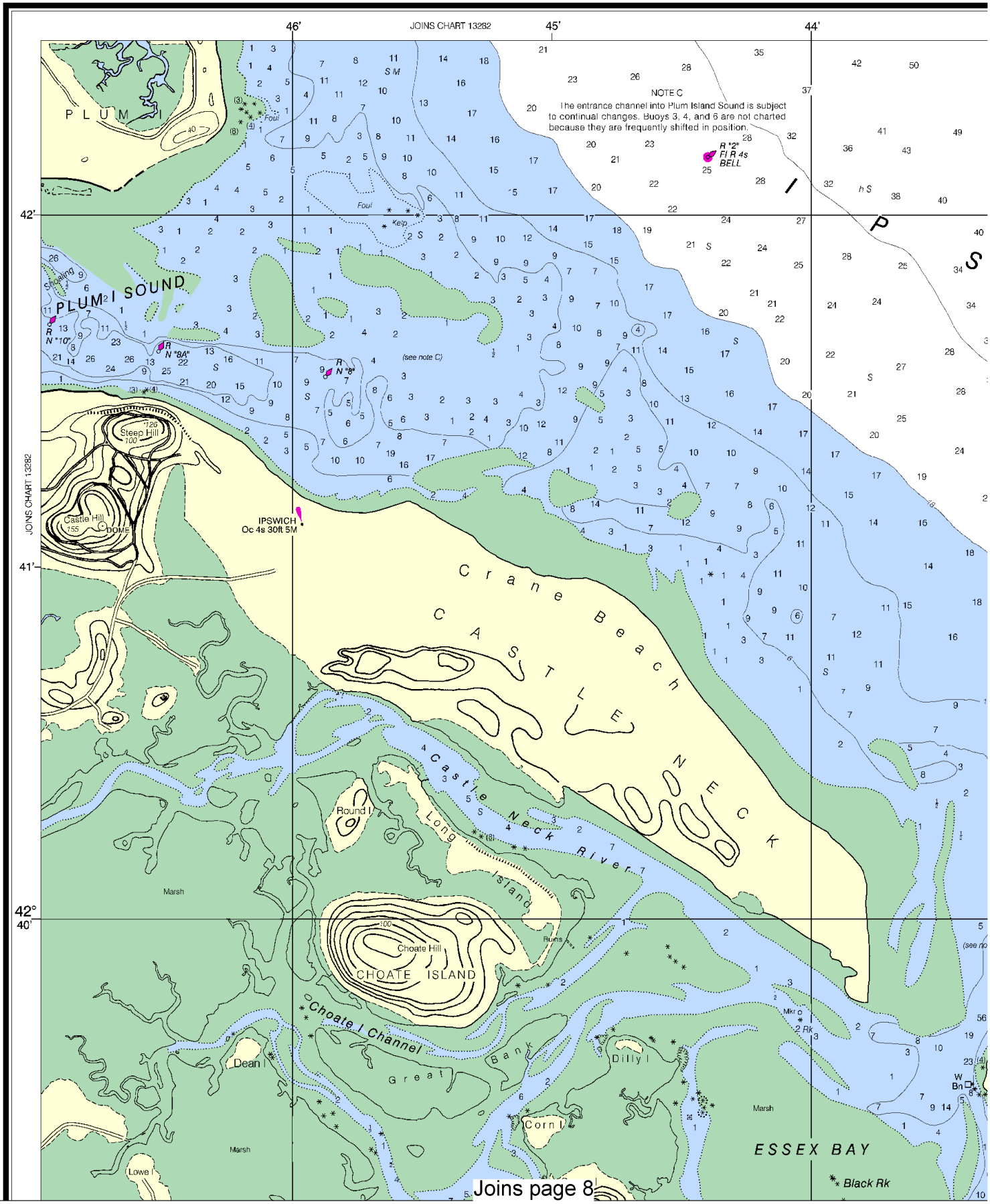
(Apr 2009)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

SOUNDINGS IN FEET

13279



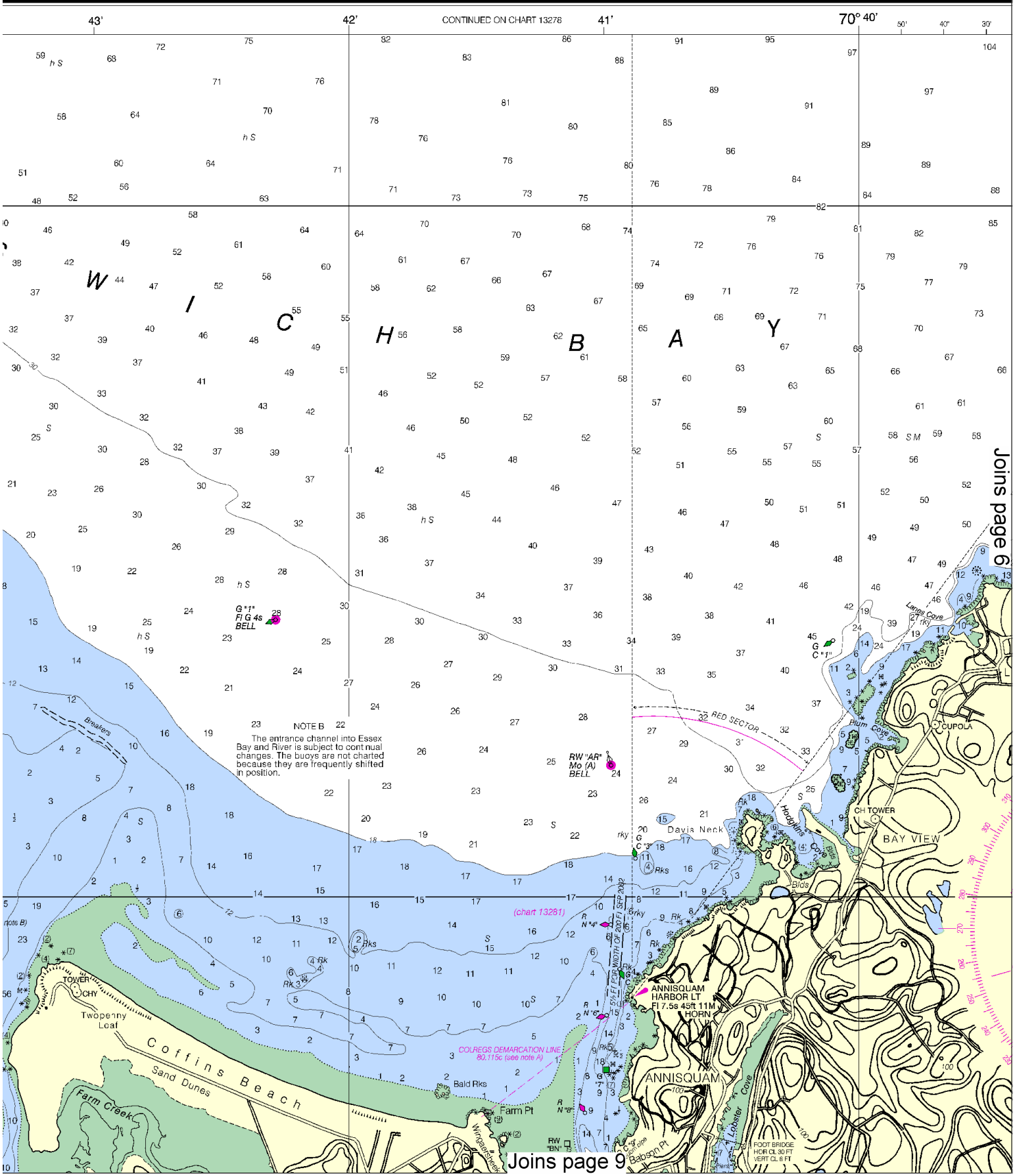

4

North

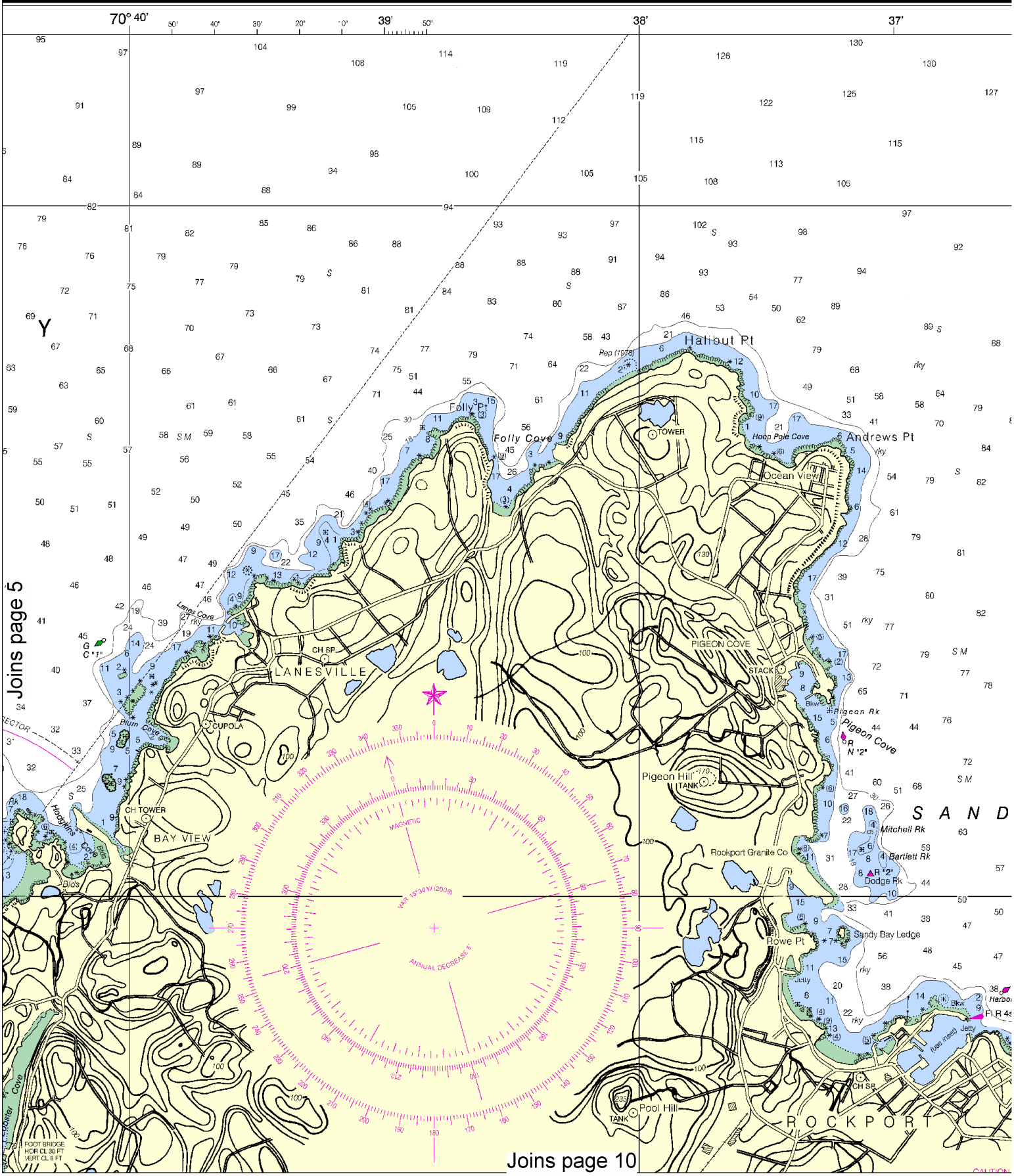
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



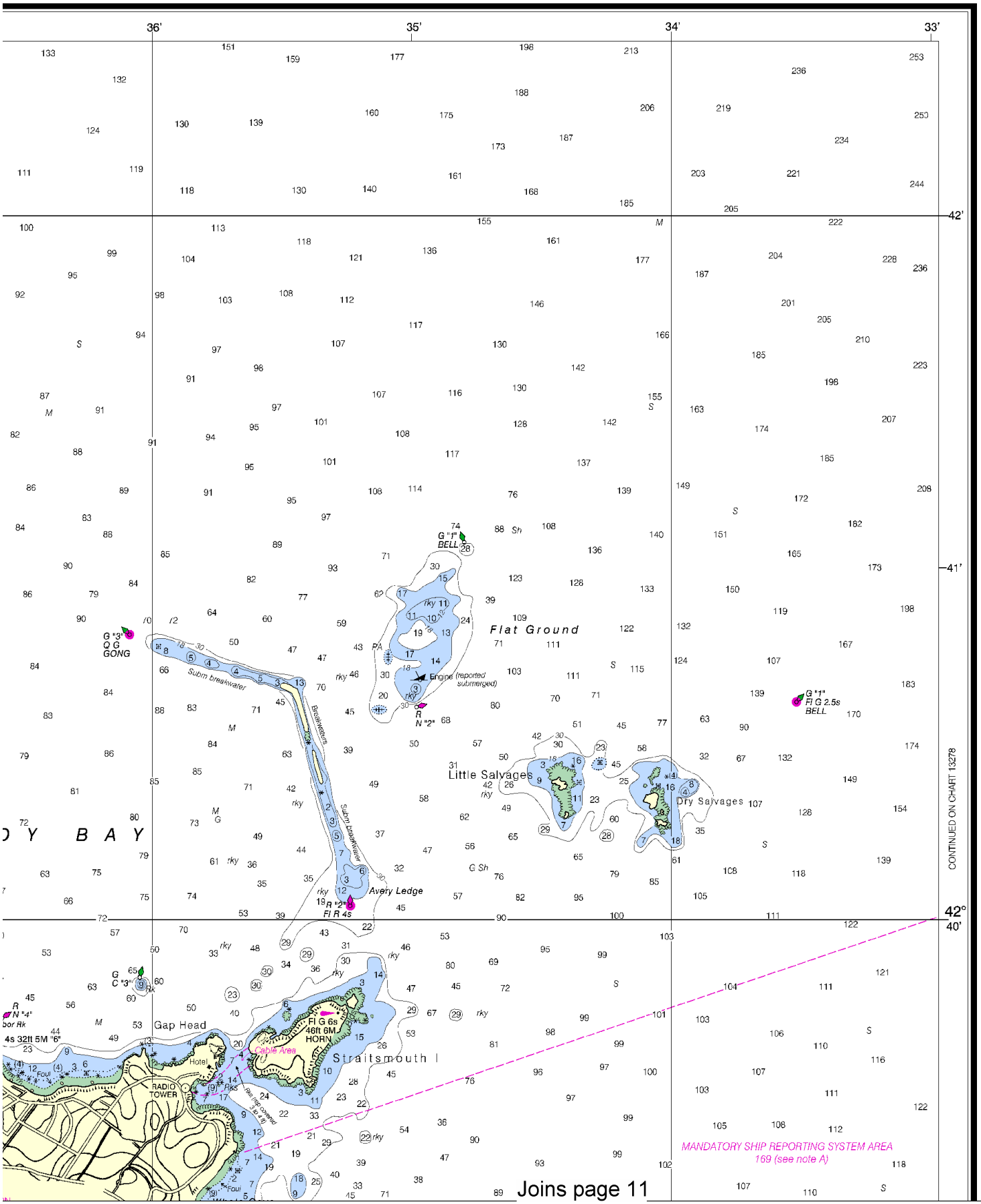



North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

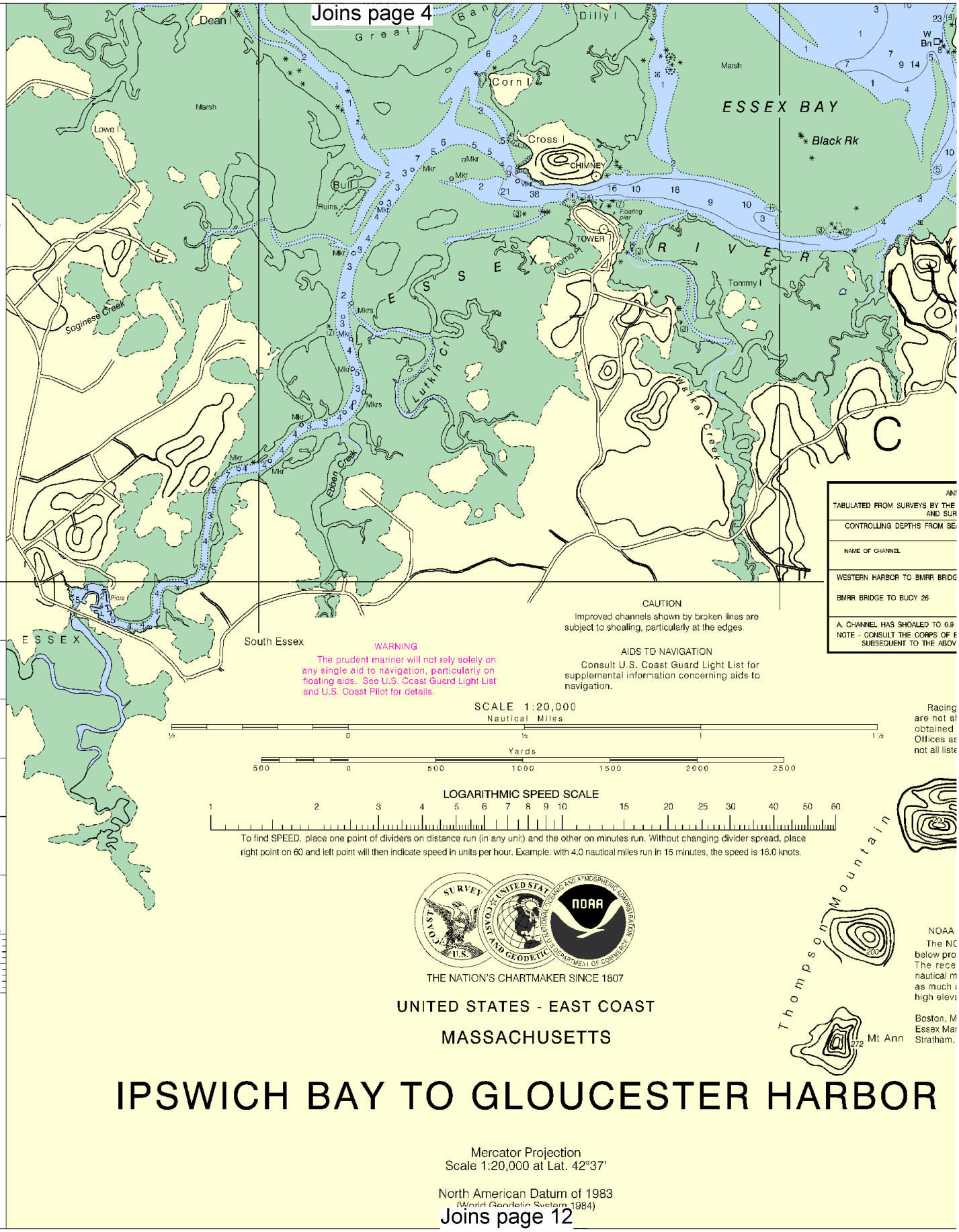
Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500




Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

Joins page 4




THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

# IPSWICH BAY TO GLOUCESTER HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983
(World Geodetic System 1984)

Joins page 12

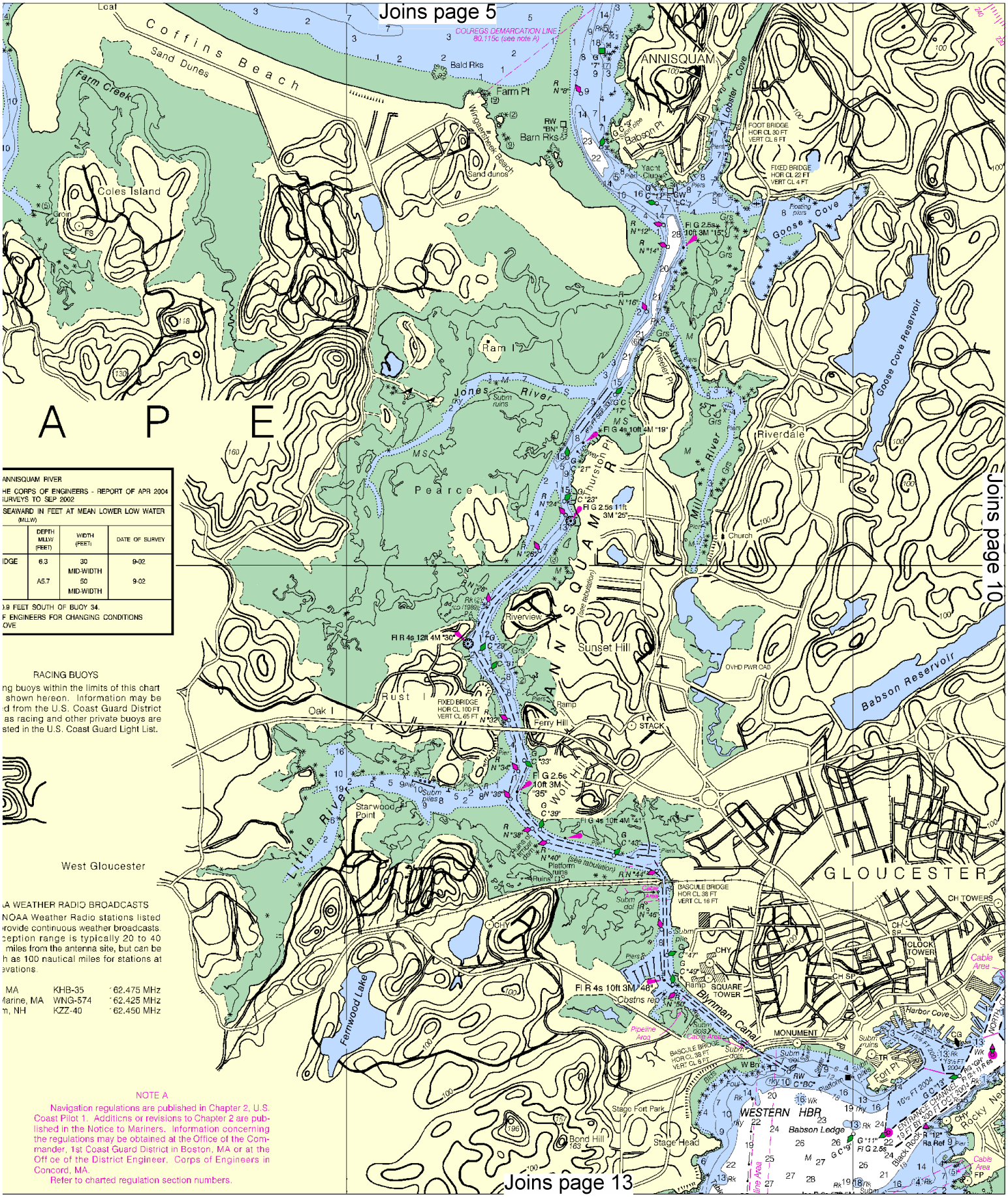


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500




A P E

ANNISQUAM RIVER

HE CORPS OF ENGINEERS - REPORT OF APR 2004
URVEYS TO SEP 2002

SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)

| | DEPTH MLLW (FEET) | WIDTH (FEET) | DATE OF SURVEY |
|---|---|---|---|
| IDGE | 6.3 | 30 MID-WIDTH | 9-02 |
| | A5.7 | 50 MID-WIDTH | 9-02 |

.9 FEET SOUTH OF BUOY 34.
F ENGINEERS FOR CHANGING CONDITIONS
OVE

RACING BUOYS

ng buoys within the limits of this chart shown hereon. Information may be d from the U.S. Coast Guard District as racing and other private buoys are sted in the U.S. Coast Guard Light List.

West Gloucester

A WEATHER RADIO BROADCASTS

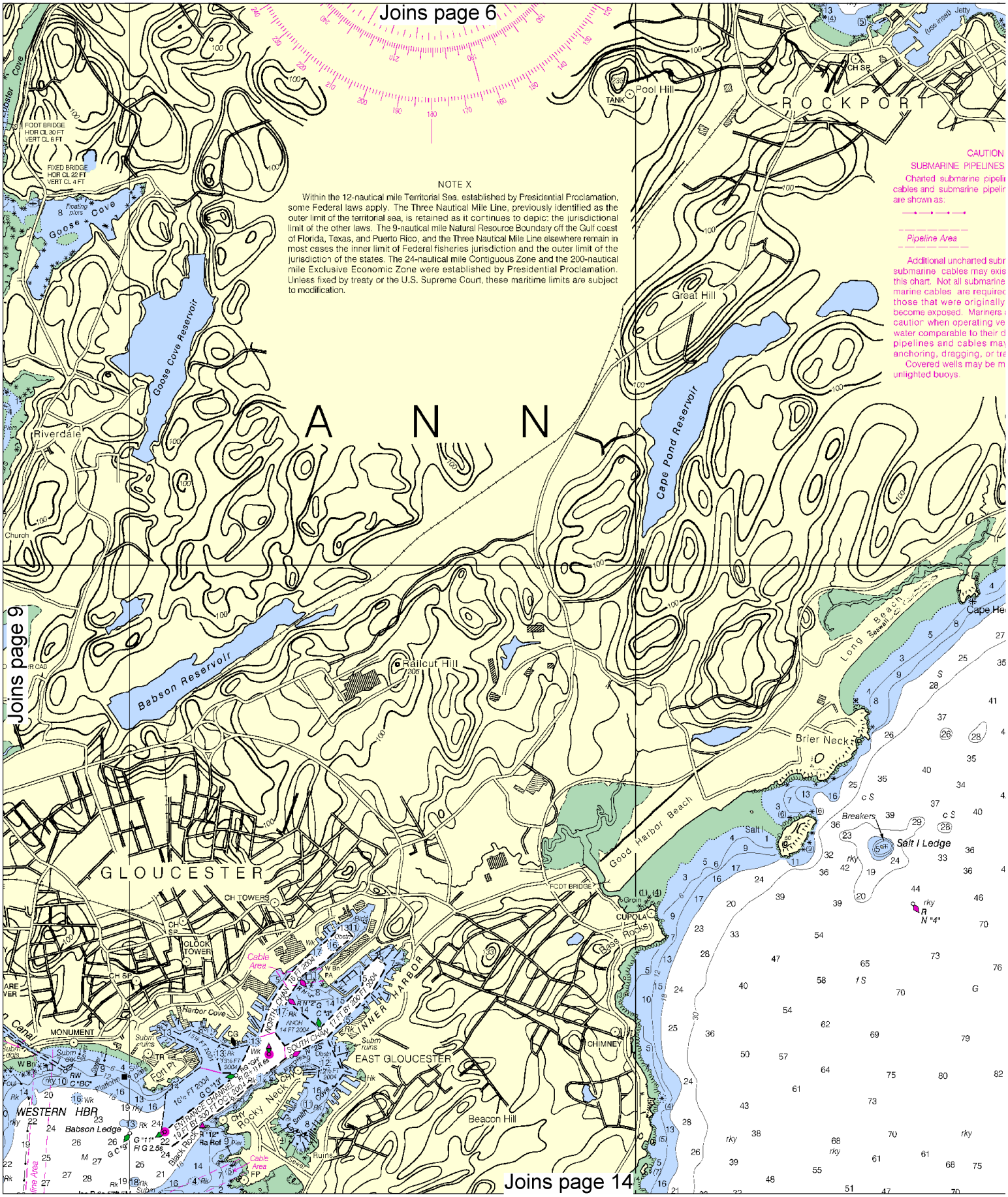
NOAA Weather Radio stations listed rovide continuous weather broadcasts. ception range is typically 20 to 40 miles from the antenna site, but can be h as 100 nautical miles for stations at evations.

| | | |
|---|---|---|
| MA | KHB-35 | 162.475 MHz |
| Marine, MA | WNG-574 | 162.425 MHz |
| n, NH | KZZ-40 | 162.450 MHz |

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Off ce of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.




10

North

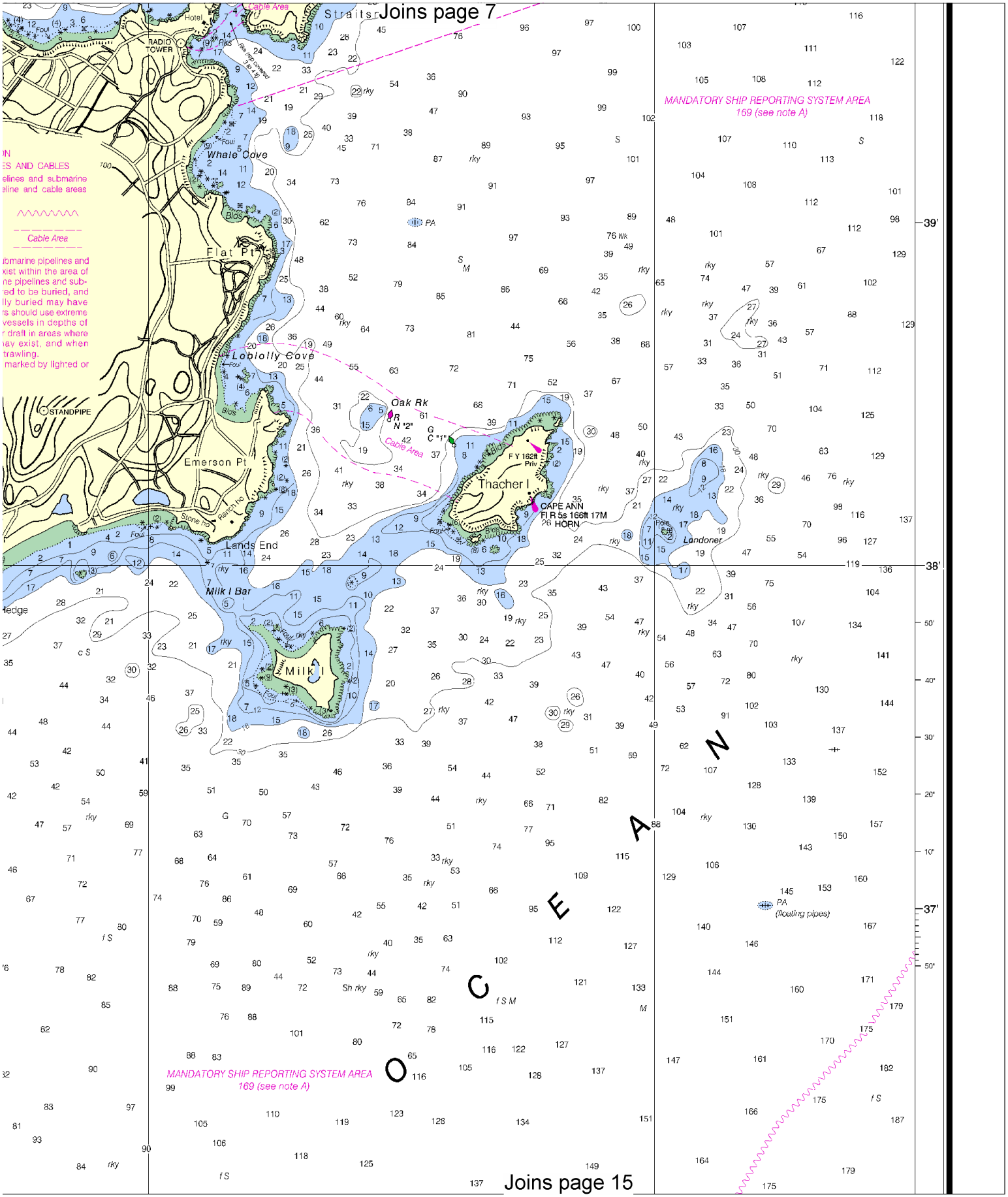
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 7
Straits
Cable Area
Hotel
RADIO TOWER
Whale Cove
Flat Pt
Loblolly Cove
STANDPIPE
Emerson Pt
Lands End
Milk I Bar
Milk I
Oak Rk
Cable Area
Thacher I
FY 162ft Priv
CAPE ANN
Fl R 5s 166ft 17M
HORN
Landoner
MANDATORY SHIP REPORTING SYSTEM AREA
169 (see note A)
PA
PA
(floating pipes)
ES AND CABLES
elines and submarine
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Cable Area
ubmarine pipelines and
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vessels in depths of
draft in areas where
ay exist, and when
trawling.
marked by lighted or
39'
38'
37'
50'
40'
30'
20'
10'
50'
Joins page 15

Joins page 8

# IPSWICH BAY TO GLOUCESTER HARBOR

Mercator Projection
Scale 1:20,000 at Lat. 42°37'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

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LOCAL MAGNETIC DISTURBANCE

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|---|---|---|---|---|
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(Apr 2009)

POLLUTION REPORTS

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

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Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

HORIZONTAL DATUM

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CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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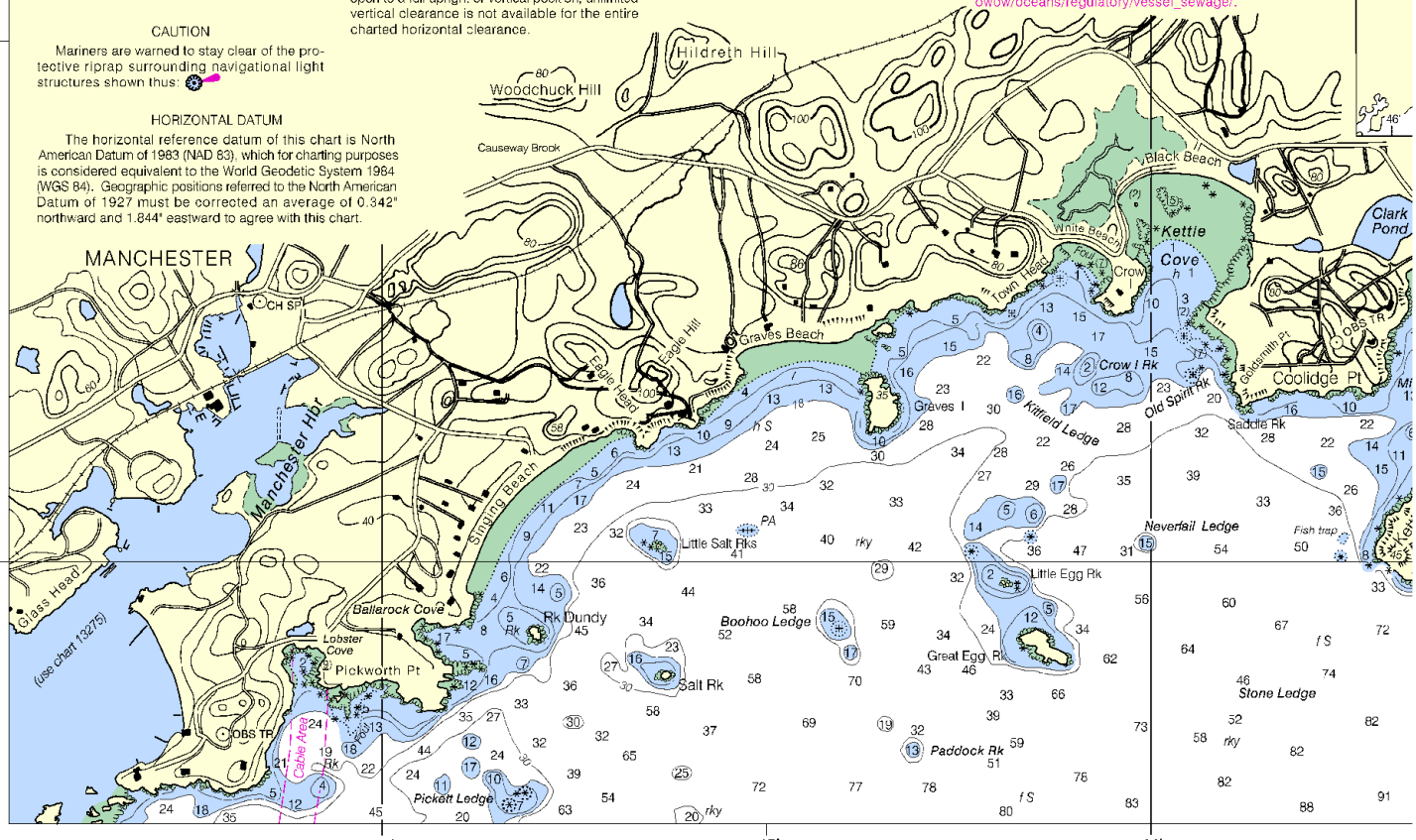


33rd Ed., Aug. /09■ Corrected through NM Aug. 1/09
Corrected through LNM Jul. 21/09

13279

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to p
Ocean Service encourages users to submit cor
improving this chart to the Chief, Marine Char
Service, NOAA, Silver Spring, Maryland 2091(



North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

Joins page 9

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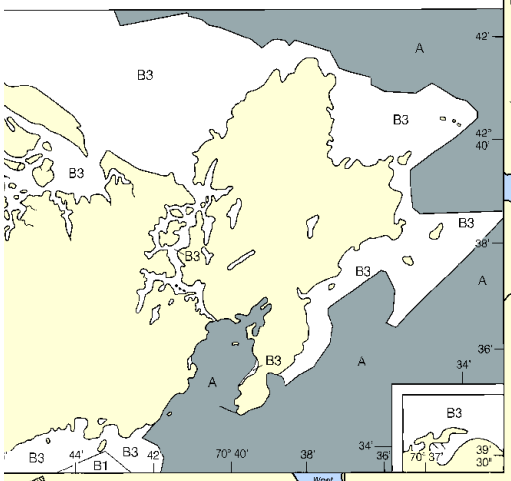
Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

| | | | |
|---|---|---|---|
| A | 1990 - 2004 | NOS Surveys | full bottom coverage |
| B1 | 1990 - 2000 | NOS Surveys | partial bottom coverage |
| B3 | 1940 - 1969 | NOS Surveys | partial bottom coverage |




Joins page 14

CONTINUED ON CHART 13267

43' 42' 41' 70°40' 50" 40" 30"

SOUNDINGS IN FEET

promote safe navigation. The National corrections, additions, or comments for hart Division (N/CS2), National Ocean 910-3282.

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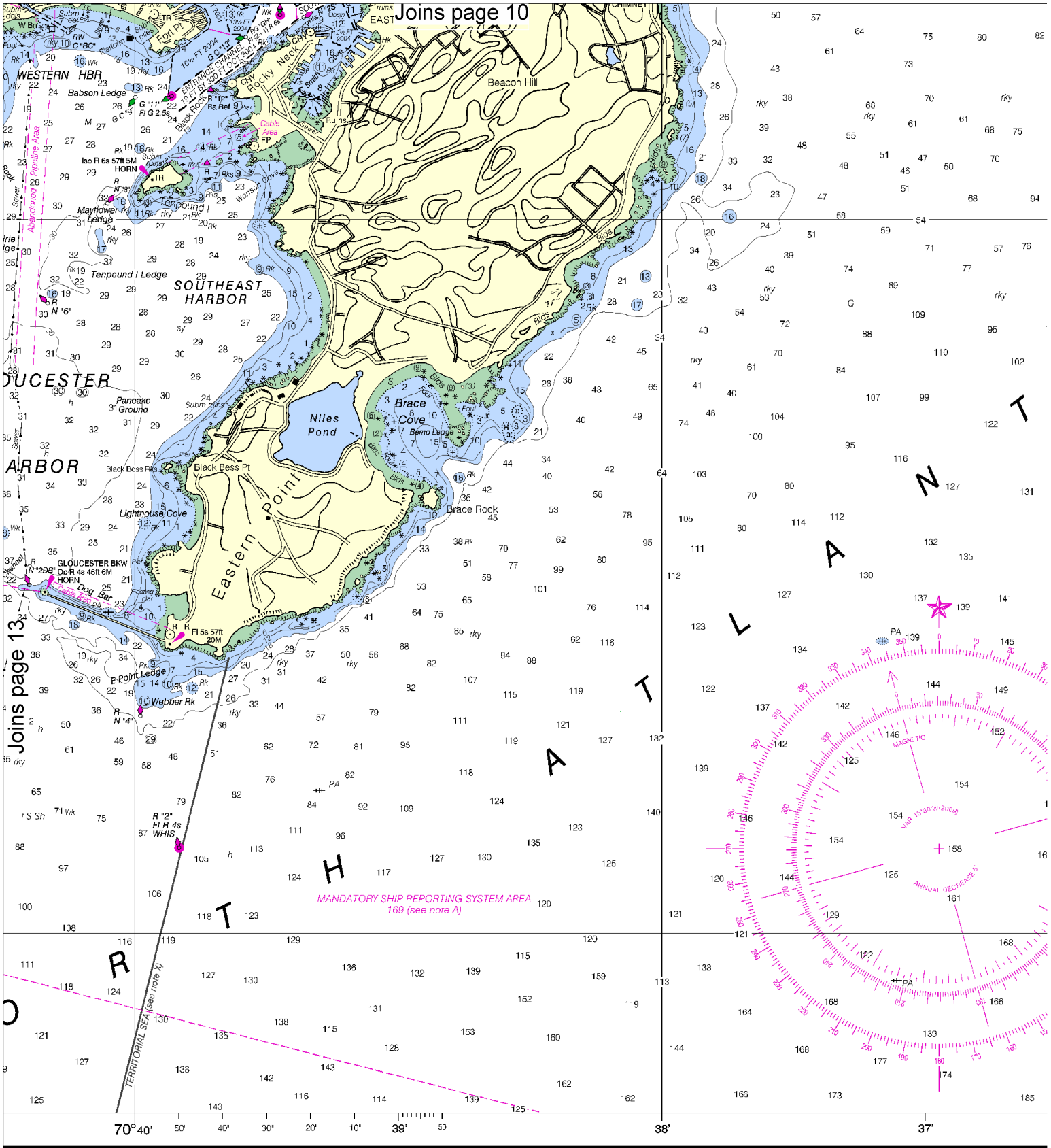
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





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NATIONAL OCEAN SERVICE
COAST SURVEY


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NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

| | |
|---|---|
| FATHOMS | 1 2 3 4 5 6 |
| FEET | 6 12 18 24 30 36 |
| METERS | 1 2 3 4 5 6 7 8 9 10 11 |

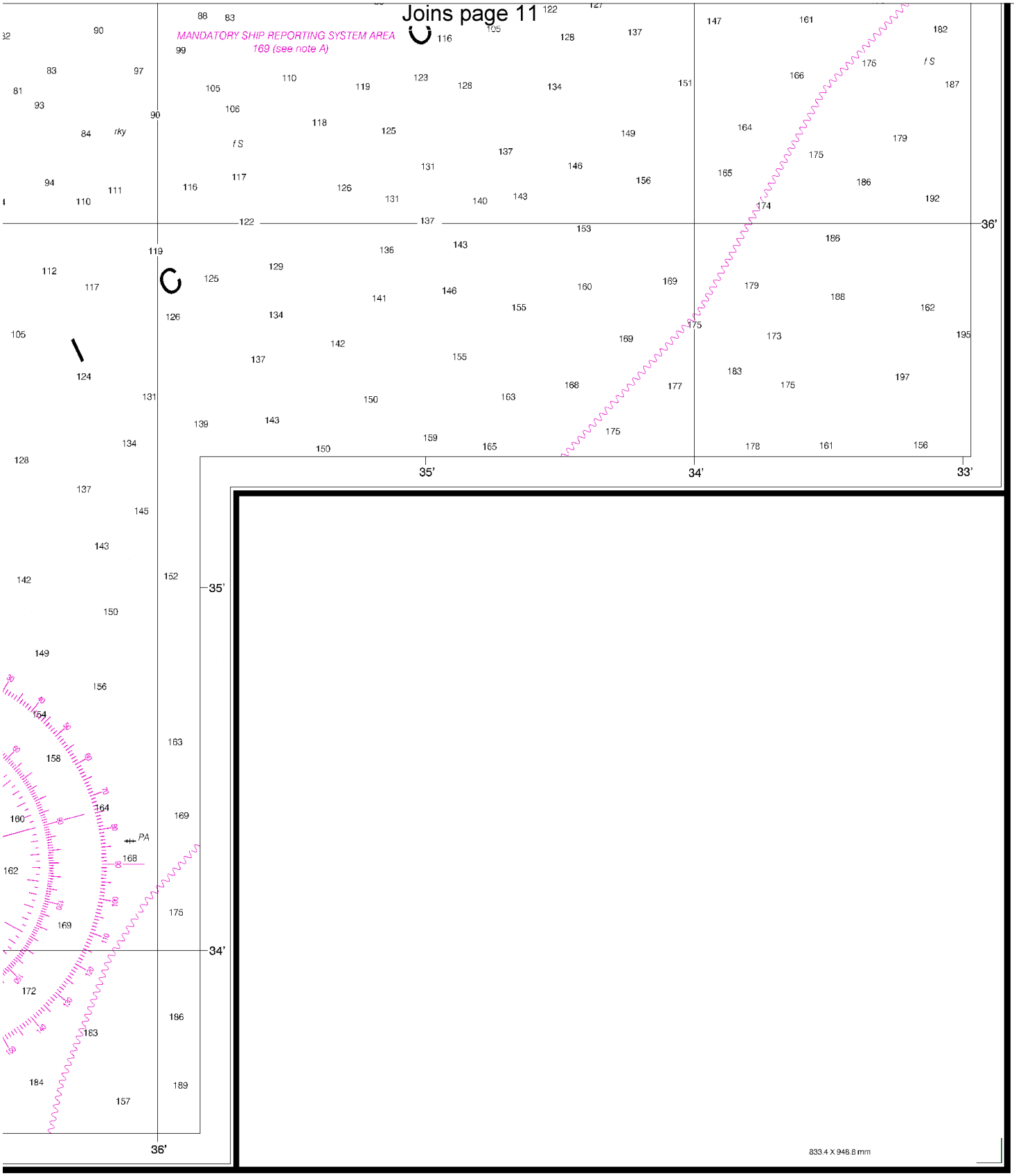


North

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500




Ipswich Bay to Gloucester Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

13279

ED NO 33

NSN 7642014010461

15

# EMERGENCY INFORMATION

**VHF Marine Radio channels for use on the waterways:**

**Channel 6** – Inter-ship safety communications.
**Channel 9** – Communications between boats and ship-to-coast.
**Channel 13** – Navigation purposes at bridges, locks, and harbors.
**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

**Distress Call Procedures**

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.
**Coast Guard Group Boston** – 617-223-3201/3208
**Coast Guard Cape Gloucester** – 978-283-0705
**MA Environmental Police** – 800-632-8075
**Coast Guard Atlantic Area Cmd –** 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

*NOAA, The Nation's Chartmaker*

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

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Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.